

IN THE UNITED STATES PATENT AND TRADEMARK OFFICE

McCormick, Paulding & Huber, LLP
 City Place II
 55 Asylum Street
 Hartford, CT 06103-4102
 Tel. (860) 549-5290

Don. Assistant Secretary and
 Commissioner of Patents
 and Trademarks
 Washington, D. C. 20231

Docket No.: 4167-18

"EXPRESS MAIL" MAILING LABEL

NUMBER EM577091678US

DATE OF DEPOSIT September 29, 1998

I HEREBY CERTIFY THAT THIS PAPER OR FEE IS
 BEING DEPOSITED WITH THE UNITED STATES
 POSTAL SERVICE "EXPRESS MAIL POST OFFICE TO
 ADDRESSEE" SERVICE UNDER 37 C.F.R. 1.10 ON THE
 DATE INDICATED ABOVE AND IS ADDRESSED TO THE
 COMMISSIONER OF PATENTS AND TRADEMARKS,
 WASHINGTON, D.C. 20231

Elizabeth Baddeley

(TYPED OR PRINTED NAME OF PERSON MAILING
 PAPER OR FEE)

(SIGNATURE OF PERSON MAILING PAPER OR FEE)

NEW APPLICATION TRANSMITTAL

Transmitted herewith for filing is the patent application of

Inventor(s): Servia et al.

For: ELEVATOR SYSTEM HAVING DRIVE MOTOR LOCATED ADJACENT TO HOISTWAY DOOR

Enclosed are:

1. The papers required for filing date under 37 C.F.R. 1.53(b):

| | |
|---------------------------------|-----------------------------|
| <u>7</u> Pages of specification | <u>3</u> Pages of claims |
| <u>1</u> Pages of abstract | <u>8</u> Sheets of drawings |
| | <u> </u> formal |
| | <u> X </u> informal |

In addition to the above pages there is also attached:

 pages of an amendment

2. Declaration or Oath

 Enclosed

 Original executed by:

 Inventor(s).

 Legal representative of inventor(s) 37 C.F.R. 1.42 or 1.43.

 Joint inventor or person showing a proprietary interest on
 behalf of inventor who refused to sign or cannot be reached.

 this is the petition required by 37 C.F.R. 1.47 and the
 statement required by 37 C.F.R. 1.47 is also attached.

 X Not Enclosed

 X Application is made by a person authorized under 37 C.F.R.
 1.41(c) on behalf of all the above named inventor(s). The
 declaration or oath, along with the surcharge required by
 37 C.F.R. 1.16(e) can be filed subsequently.

 Showing that the filing is authorized. Not required
 unless called into question. 37 C.F.R. 1.41(d).

3. Language

 X English

 Non-English

 A verified English translation of the
 specification and claims
 declaration is attached.

4. Assignment

 An assignment of the invention to .

 A duplicate copy of this letter is enclosed.

5. Certified Copy

 A certified copy of application(s):

Application No(s):

Filed on: Country:

from which priority is claimed. A certified copy of
 application(s) enclosed to follow.

New App. pg. 1 - Rev. 10/92

09/29/98

09163207-002998

jc551 U.S. PTO
 09/16/2007
 09/29/98

6. Fee Calculation

Small Entity

\$ 395.00

Large Entity

\$ 790.00

Basic Fee

Total Claims: 17 - 20 = 0

(Small \$11.00; Large \$22.00)

Independent Claims: 2 - 3 = 0

(Small \$41.00; Large \$82.00)

Multiple Dependent claims: = 0

(Small \$135.00; Large \$270.00)

Total

\$ _____

\$ 790.00☐ Amendment canceling extra claims enclosed.☐ Amendment deleting multiple dependencies enclosed.☐ Fee for extra claims is not being paid at this time.

7. Small Entity Statement

☐ Verified statement that this is a filing by a small entity under 37 C.F.R. 1.9 and 1.27 is attached.

8. Fee payment being made at this time

☐ Not Enclosed☐ No filing fee is to be paid at this time. (This and the surcharge required by 37 C.F.R. 1.16(e) can be paid subsequently.)☒ Enclosed☒ basic filing fee \$ 790.00☐ recording assignment.

(\$40.00; 37 C.F.R. 1.21(h)(1))

\$ _____

☐ petition fee for filing by other than all the inventors or person on behalf of the inventor where inventor refused to sign or cannot be reached.

(\$130.00; 37 C.F.R. 1.47 and 1.17(h).)

\$ _____

☐ for processing an application with a specification in a non-English language.

(\$130.00; 37 C.F.R. 1.52(d) and 1.17(k).)

\$ _____

☐ processing and retention fee

(\$130.00; 37 C.F.R. 1.53(d) and 1.21(l).)

\$ _____

Total Fees Enclosed

\$ 790.00

9. Method of payment fees

☒ check in the amount of \$ 790.00.☐ Charge Account No. 13-0235 in the amount of \$ _____.☐ A duplicate of this transmittal letter is attached.

10. Authorization to Charge Additional Fees

☒ The Commissioner is hereby authorized to charge the following additional fees which may be required to Account No. 13-0235.☒ 37 C.F.R. 1.16 (filing fees)☒ 37 C.F.R. 1.16 (presentation of extra claims)☒ 37 C.F.R. 1.17 (application processing fees)

11. Instruction as to Overpayment

☒ credit Account No. 13-0235☐ refund

Respectfully submitted,

Date September 29, 1998Daniel G. Mackas
Daniel G. Mackas
Registration No. 38,541

Enclosures

New App. pp. 2 - Rev. 10/92

09163207.002998

McCORMICK, PAULDING & HUBER LLP

ATTORNEYS AT LAW

THEODORE R. PAULDING
DONALD K. HUBER
JOHN C. HILTON
FREDERICK J. HAESCHE
JOHN C. LINDERMAN*
J. KEVIN GROGAN*
OYGARD

*ALSO ADMITTED IN MA
**ADMITTED IN MA ONLY
***ADMITTED IN IL ONLY

OF COUNSEL
JOHN DEMPSEY

CITYPLACE II
185 ASYLUM STREET
HARTFORD, CONNECTICUT 06103-4102
Telephone (860) 549-5290
Facsimile (860) 527-0464

E-mail: MPH@IP-Lawyers.com
Web Site: <http://www.IP-Lawyers.com>

RICHARD R. MICHAUD
DANIEL G. MACKAS
PETER J. RAINVILLE **
MARINA F. CUNNINGHAM
LAWRENCE CRUZ***
SUSAN C.

MASSACHUSETTS OFFICE

SIS CENTER
1441 MAIN STREET
SPRINGFIELD, MASS 01103
TEL (413) 736-5401
FAX (413) 733-4543

EXPRESS MAIL® MAILING LABEL

NUMBER EM577091678US

DATE OF DEPOSIT September 29, 1998

I HEREBY CERTIFY THAT THIS PAPER OR FEE IS
BEING DEPOSITED WITH THE UNITED STATES
POSTAL SERVICE "EXPRESS MAIL POST OFFICE TO
ADDRESSEE" SERVICE UNDER 37 C.F.R. 1.10 ON THE
DATE INDICATED ABOVE AND IS ADDRESSED TO THE
COMMISSIONER OF PATENTS AND TRADEMARKS,
WASHINGTON, D.C. 20231

Elizabeth Baddeley
(TYPED OR PRINTED NAME OF PERSON MAILING
PAPER OR FEE)


(SIGNATURE OF PERSON MAILING PAPER OR FEE)

September 29, 1998

ATTACHMENT TO A PATENT APPLICATION

ENTITLED: ELEVATOR SYSTEM HAVING DRIVE MOTOR LOCATED
ADJACENT TO HOISTWAY DOOR

INVENTOR(S): Servia et al.

DOCKET NO.: 4167-18

INCLUDING: Transmittal Sheet

Specification

8 Sheets Informal Drawings (Figs. 1-9)

Check in the amount of \$790.00

09/29/98 10:26:50

ELEVATOR SYSTEM HAVING DRIVE MOTOR
LOCATED ADJACENT TO HOISTWAY DOOR
FIELD OF THE INVENTION

The present invention relates generally to an elevator system, and
5 more particularly to an elevator system including a drive motor provided adjacent
to a hoistway door.

BACKGROUND OF THE INVENTION

10 Considerable expense is involved in the construction of a machine
room for an elevator. The expense includes the cost of constructing the machine
room, the structure required to support the weight of the machine room and
elevator equipment, and the cost of shading adjacent properties from sunlight (e.g.,
sunshine laws in Japan and elsewhere).

Elevator systems have been developed to avoid the expense of a
15 machine room. These elevator systems are difficult to install and maintain because
hoistway access can be difficult or dangerous especially to maintenance people while
working in the hoistway on machinery that controls elevator motion.

It is an object of the present invention to provide an elevator system
20 without a machine room which avoids the above-mentioned drawbacks associated
with prior elevator systems.

SUMMARY OF THE INVENTION

25 An elevator system includes a hoistway having a plurality of hoistway
doors. An elevator car and counterweight are provided in the hoistway. A drive
motor is drivingly coupled to the elevator car and counterweight, and is located
adjacent to one of a top and bottom portion of a hoistway door so as to eliminate the
need to provide a machine room close to the hoistway. A control cabinet and a
drive motor controller supported on the control cabinet may be provided, wherein
the control cabinet is disposed at a side of a hoistway door and slidably movable
30 from a first position within the hoistway to a second position in an adjacent
elevator hallway for easy and safe access to the controller.

An advantage of the present invention is that the elevator system
significantly reduces the space and construction costs associated with an elevator
system having a machine room.

35 A second advantage of the present invention is simplified and safe
access to the drive motor and associated equipment from an elevator hallway or
landing.

A third advantage of the present invention is the provision of several

alternative drive motor locations for safe and easy access.

BRIEF DESCRIPTION OF THE DRAWINGS

FIG. 1 is a schematic, side elevational view of an elevator system at a top portion of a hoistway having the drive motor accessibly located immediately above a hoistway door.

FIG. 2 is a broken away, perspective view of an elevator system employing flexible flat ropes in accordance with the present invention.

FIG. 3 is a schematic, side elevational view of an elevator system along a portion of a hoistway having the drive motor accessibly located immediately below a hoistway door.

FIG. 4 is a schematic, side elevational view of an elevator system at a top portion of a hoistway having the drive motor accessibly located above and across an elevator hallway from a top portion of a hoistway door.

FIG. 5 is a schematic, top plan view of a drive motor/drive unit/control unit which may be provided above or below a hoistway door.

FIG. 6 is a partial, broken away, perspective view of an elevator system showing a slidable control panel for easy access.

FIG. 7 is a schematic, side elevational view of an elevator system employing flexible flat ropes in accordance with the present invention.

FIG. 8 is a schematic, side elevational view of an elevator system in accordance with a further embodiment of the present invention.

FIG. 9 is a top, plan view of the elevator system of FIG. 8.

DETAILED DESCRIPTION OF THE PREFERRED EMBODIMENTS

FIG. 1 schematically illustrates a side elevational view of an elevator system 10 embodying the present invention which employs round ropes. FIG. 2 is a perspective view of an elevator system 50 which is similar to the elevator system 10 of FIG. 1 except that the elevator system 50 employs flat ropes. Because the elevator systems 10 and 50 are generally similar, both systems will be described together.

The employment of flat ropes or belts permits smaller drive motors and sheaves to drive and suspend elevator car and counterweight loads relative to drive motors and sheaves using conventional round ropes. The diameter of drive sheaves used in elevators with conventional round ropes is limited to 40 times the diameter of the ropes, or larger, due to fatigue of the ropes as they repeatedly conform to the diameter of the sheave and straighten out. Flat ropes or belts have an aspect ratio greater than one, where aspect ratio is defined as the ratio of rope or belt width w to thickness t (Aspect Ratio = w/t). Therefore, flat ropes or belts are

inherently thin relative to conventional round ropes. Being thin, there is less bending stress in the fibers when the belt is wrapped around a given diameter sheave. This allows the use of smaller diameter traction sheaves. Torque is proportional to the diameter of the traction sheave. Therefore, the use of a smaller diameter traction sheave reduces motor torque. Motor size (rotor volume) is roughly proportional to torque; therefore, although the mechanical output power remains the same regardless of sheave size, flat ropes or belts allow the use of a smaller drive motor operating at a higher speed relative to systems using conventional round ropes. Consequently, smaller conventional and flat drive motors may be accommodated in the hoistway which significantly reduces the size and construction cost of the hoistway.

In summary, reducing the machine size (i.e., drive motor and sheaves) has a number of advantages. First, a small machine utilizes less material, and will be less costly to produce relative to a larger machine. Second, the light weight of a small machine reduces the time for handling the machine and the need for equipment to lift the machine into place so as to significantly reduce installation cost. Third, low torque and high speed allow the elimination of gears, which are costly. Further, gears can cause vibrations and noise, and require maintenance of lubrication. However, geared machines may also be employed if desired.

Flat ropes or belts also distribute the elevator and counterweight loads over a greater surface area on the sheaves relative to round ropes for reduced specific pressure on the ropes, thus increasing its operating life. Furthermore, the flat ropes or belts may be made from a high traction material such as urethane or rubber jacket with fiber or steel reinforcement.

The elevator systems 10, 50 include a hoistway 12 defined by the surrounding structure 14 (see FIG. 1) of a building. The hoistway 12 includes door openings at each level along the hoistway for accepting hoistway doors. As shown in FIGS. 1 and 2, for example, a hoistway door 16 is provided at an elevator hallway landing 18 at the topmost floor to be serviced by the elevator systems 10, 50. An elevator car 20 is provided in the hoistway 12 for upward and downward movement via elevator guide rails 21, 21 (see FIG. 2) along the hoistway, and includes an elevator door 22 coupled to and for movement along the hoistway with the elevator. As shown in FIGS. 1 and 2, the elevator door 22 is opposed to and aligned with the hoistway door 16 for permitting passenger access to the elevator car 20 at the topmost landing 18.

The elevator systems 10, 50 include a drive motor 24 coupled to a sidewall 25 or an underside of a ceiling 27 (see FIG. 1) of the hoistway 12, and located adjacent to and above the hoistway door 16 for moving the elevator car 20 upwardly

and downwardly along the hoistway 12. The drive motor may be geared or gearless in the traction system shown, or alternatively may be a drum motor in a drum drive implementation (not shown). A counterweight 26 movably coupled to counterweight guide rails 27, 27 (see FIG. 2) is provided to one side of the hoistway 12 unoccupied by the elevator 20 for balancing the elevator in its upward and downward movement. At least one elongated connector, such as a round rope 28 as shown in FIG. 1 or at least one flat rope or belt 29 as shown in FIG. 2, rotatably engages a motor sheave 30 of the motor 24 for transmitting rotational movement of the motor sheave 30 to the elevator car 20 and the counterweight 22 in order to move the car and counterweight upwardly and downwardly along the hoistway 12. As shown in FIG. 2, the connector includes three flat ropes 29.

The connector is coupled at a first end to a bracket 32 (see FIG. 1) which is anchored to an upper sidewall or ceiling of the hoistway 12. The connector extends downwardly from its first end at the bracket 32, loops 180° about a counterweight sheave 34 coupled to a top of the counterweight 26, extends upwardly and then loops 90° about a first deflector or traction sheave 36 anchored to a sidewall, ceiling, guide rail or a structure of the hoistway directly above the counterweight, extends horizontally to the drive motor 24, loops 180° about the motor sheave 30, extends about a second deflector or traction sheave 38 anchored to a sidewall or ceiling of the hoistway, extends downwardly toward the elevator car 20, underslings or loops under a floor of the elevator car 20 via elevator sheaves 40, 40 (only one shown in FIGS. 1 and 2) provided underneath and at the sides of the elevator, and extends upwardly and is anchored at a second end to a sidewall or ceiling of the hoistway.

Because the drive motor 24 is provided above the hoistway door 16, the elevator systems 10, 50 avoid the additional expense and space associated with the construction of a conventional machine room for supporting and housing the drive motor 24 and associated control equipment such as a controller and a drive unit.

As best shown in FIG. 1, the drive motor 24 is substantially enclosed by a housing 42 which includes a movable front panel 44 facing and protruding externally of the hoistway 12 into an upper part of an adjacent elevator hallway 46 for easy and safe access by maintenance workers at the topmost landing 18 of the hallway 46. For example, the front panel may include a hinge 48 which permits the front panel 44 to pivot downwardly in the direction shown by the arrow A so that maintenance workers may access the drive motor 24 and any associated equipment from the hallway 46 over the landing 18.

Turning now to FIG. 3, an elevator system illustrating a further

embodiment of the present invention is generally designated by the reference number 100. The elevator system 100 is generally similar to the elevator systems 10, 50 of FIGS. 1 and 2 except for the placement of the drive motor 24 and deflector sheaves 36, 38 along the hoistway 12. As shown in FIG. 3, the drive motor 24 may be provided below a hoistway door at the bottommost level or any level along the hoistway except for the topmost level. The deflector sheaves 36, 38 may be located within the hoistway 12 adjacent to and generally at the same level as the drive motor 24. The drive motor 24 is substantially enclosed by a housing 102 which includes a movable front panel 104 forming part of a landing or hallway floor 106 for easy and safe access by maintenance workers. For example, the front panel 104 may include a hinge 108 which permits the front panel to pivot upwardly in the direction shown by the arrow B in order to permit maintenance workers to access the motor 24 and any associated equipment from the hallway landing 106.

FIG. 4 illustrates an elevator system 200 illustrating another embodiment of the present invention. The elevator system 200 is generally similar to the elevator systems 10, 50 of FIGS. 1 and 2 except for the placement of the drive motor 24 along the hoistway 12. As in FIGS. 1 and 2, the drive motor 24 may be provided above the hoistway door 16. However, as shown in FIG. 4, the drive motor 24 is substantially enclosed within a housing 202 provided at a remote location at an opposite side of a hallway 204 relative to the hoistway 12 for easy and safe access to the drive motor 24 and any associated equipment from the hallway 204. The drive motor 24 and any associated equipment may also be located at other remote and safe locations which are easily accessible to maintenance workers.

The housings shown in FIGS. 1-4 substantially enclosing the drive motor 24 may also include associated control equipment for easy access from an elevator landing or hallway. As shown in FIG. 5, a housing 300 includes the drive motor 24, a drive unit 302 for supplying high voltage, high current equipment to the elevator car 20, and a drive motor controller 304 for performing operational control and motion control. Operational control includes, for example, storing the location of calls, resetting answered calls, initiating door operation, communicating with a passenger by signaling that a call has been received, providing elevator car position information, and providing a visual indication of an elevator car's direction of travel when the elevator car arrives at a landing. Motion control includes starting and stopping an elevator car by developing the dictation signal that regulates the acceleration, velocity and deceleration of the elevator car, as well as determining whether operation of the elevator car is safe.

FIG. 6 shows an elevator system 400 having alternative means for accessing control equipment. The elevator system 400 is similar to the elevator

systems 10, 50 of FIGS. 1 and 2 except that the elevator system 400 includes a slidable control cabinet 402 located at an upper side of the hoistway 12 adjacent to a side of a topmost hoistway door 404. The control cabinet 402 supports a drive motor controller 406, and is slidably movable from a first position within the hoistway to a second position in an adjacent elevator hallway for easy and safe access to the controller by maintenance workers at a hallway landing 408.

With reference to FIG. 7, an elevator system 500 includes a drive motor 502 and motor sheave 504 located above a topmost hoistway door 506. A first or large diameter deflector sheave 508 is axially coupled to a second deflector sheave 512, and is located above the topmost hoistway door 506 and in a hoistway 507 above an elevator car 509. The diameter of the first deflector sheave 508 is larger than a diameter of the drive sheave 504 and the diameter of the second deflector sheave 512. A closed-loop, first elongated connector 514 or "belt reducer" is coupled to the drive sheave 504 of the drive motor 502 and to the first deflector sheave 508.

A second elongated connector 516 is fixedly coupled to a bracket 518 secured to a sidewall or ceiling of the hoistway 507, extends downwardly and underslings the elevator car 509 via elevator sheaves 520, 520 coupled to an underside of the car, extends upwardly, wraps 180° about the second or small diameter deflector sheave 512, extends downwardly, wraps 180° about a counterweight sheave 522 coupled to a top portion of a counterweight 524 and extends upwardly and is coupled to a sidewall or ceiling of the hoistway via a bracket 526.

In operation, the drive motor 502 rotates the drive sheave 504, which in turn rotates the first deflector sheave 508 via the first elongated connector or belt reducer 514 drivingly coupled thereto. Because the first deflector sheave 508 is larger than the diameter of the drive sheave 504, the first deflector sheave 508 rotates at a revolutions per minute (rpm) which is less than that of the drive sheave. The second deflector sheave 512 also rotates at the same rpm as that of the first deflector sheave 508. Therefore, the second deflector sheave 512, which is about the same diameter as that of the drive sheave 504, rotates at a slower rpm relative to that of the drive sheave. The elevator system 500 which employs the belt reducer thereby acts as a type of gearing effect.

An advantage of the elevator system 500 is that the machine room is eliminated. A second advantage is that the drive motor 502 is located above the hoistway door 506 for easy and safe access by maintenance workers. A third advantage is that a relatively inexpensive and small gearless drive motor can replace a more complex geared motor. A fourth advantage is that the location of the deflector sheave 508 in the hoistway 507 over the elevator car 509 permits the

roping of the elevator car to be relatively simple. A fifth advantage is that the elevator sheaves 520, 520 are located underneath the elevator car 509 to reduce at a minimum the space required between the car and the hoistway ceiling.

In addition to the above-mentioned advantages, the size of the drive motor and sheaves may be reduced if the elongated connectors are flat ropes or belts. Flat ropes distribute the elevator load over a greater surface area on the sheaves relative to round ropes. The belts may be made from a high traction material such as urethane or rubber. The greater load distribution and high traction results in a smaller drive motor and sheaves required to support and move an elevator load relative to elevator systems employing round ropes.

FIGS. 8 and 9 illustrate an elevator system 600 in accordance with a further embodiment of the present invention. The elevator system 600 includes a hoistway 12 defined by the surrounding structure 14 of a building. An elevator car 20 is disposed in the hoistway 12 for upward and downward movement therealong. First and second support columns 602 extend along a vertical extent of the hoistway 12 associated with elevator car travel, and are respectively disposed adjacent to oppositely facing sidewalls 606, 608 of the elevator car 20 to support and guide the elevator car 20 for vertical movement therealong. Each of the first and second support columns 602, 604 defines a hollow interior or recess for accommodating an associated counterweight 610 (only one shown) for vertical movement along the associated support column.

A drive motor 612 and associated drive sheaves 614, 614 are disposed adjacent to and above an uppermost hoistway door 16 for moving the elevator car 20 vertically along the hoistway 12. First deflector sheaves 616, 616 and second deflector sheaves 618, 618 are disposed on each side of the elevator car 20 and at a top portion within the hoistway 12 for guiding flat rope or belts 620, 620 between the drive motor 612 and the elevator car 20 and the counterweights 610, 610.

Although this invention has been shown and described with respect to an exemplary embodiment thereof, it should be understood by those skilled in the art that the foregoing and various other changes, omissions, and additions in the form and detail thereof may be made therein without departing from the spirit and scope of the invention.

WHAT IS CLAIMED IS:

1. An elevator system, comprising:
a hoistway having a plurality of hoistway doors;
an elevator car and at least one counterweight located in the hoistway;

and

5 a drive motor drivingly coupled to the elevator car and counterweight
via elongated connectors, the drive motor being located adjacent to one of a top and
bottom portion of a hoistway door.

2. An elevator system as defined in claim 1, wherein the drive
motor is located above a top portion of a topmost hoistway door.

3. An elevator system as defined in claim 2, wherein the drive
motor is located adjacent to and across a hallway landing of the topmost hoistway
door.

4. An elevator system as defined in claim 1, wherein the drive
motor is located below a bottom portion of a bottommost hoistway door.

5. An elevator system as defined in claim 1, wherein the drive
motor is located below a bottom portion of a hoistway door.

6. An elevator system as defined in claim 1, further including a
housing for substantially enclosing the drive motor relative to an adjacent hallway.

7. An elevator system as defined in claim 6, wherein the housing
includes a movable panel protruding externally of the hoistway into an adjacent
elevator hallway.

8. An elevator system as defined in claim 7, wherein the movable
panel is located above a hoistway door.

9. An elevator system as defined in claim 7, wherein the movable
panel is defined by a hallway landing.

10. An elevator system as defined in claim 6, further including a drive unit and a controller, and wherein the drive motor, drive unit and controller are substantially enclosed by the housing.

11. An elevator system as defined in claim 1, further including a control cabinet and a drive motor controller supported thereon, the control cabinet being located at a side of a hoistway door and slidably movable from a first position within the hoistway to a second position in an adjacent elevator hallway for easy and safe access to the controller.

12. An elevator system as defined in claim 1, wherein the elongated connector is a flat rope.

13. An elevator system as defined in claim 1, further including at least two elevator sheaves coupled to an underside of the elevator car, and wherein a portion of the elongated connector underslings the elevator car to minimize overhead space between a top of the elevator car and a ceiling of the hoistway.

14. An elevator system as defined in claim 13, wherein the drive motor includes a drive sheave, and further includes a first deflector sheave and a second deflector sheave axially coupled to the first deflector sheave, the first and second deflector sheaves being disposed in the hoistway and above the elevator car, the first deflector sheave having a diameter larger than that of the second deflector sheave, and the second deflector sheave having a diameter about the same as that of the drive sheave, an additional connector drivingly coupling the drive sheave to the first deflector sheave, and said elongated connector coupled to the second deflector sheave and to the elevator car, whereby the first and second deflector sheaves rotate at a smaller revolutions per minute relative to the drive sheave to produce a gearing effect to the drive motor.

15. An elevator system as defined in claim 14, wherein the drive motor is gearless.

16. An elevator system as defined in claim 1, further including first and second support columns each being generally hollow and extending vertically along a vertical portion of the hoistway associated with elevator car travel, the first and second support columns being disposed adjacent opposite sidewalls of the elevator car relative to each other, and wherein the at least one counterweight

includes first and second counterweights respectively disposed within the first and second support columns.

17. An elevator system, comprising:

a hoistway having a plurality of hoistway doors;

an elevator car and at least one counterweight located in the hoistway;

a drive motor drivingly coupled to the elevator car and counterweight

5 via elongated connectors, the drive motor being located adjacent to one of a top and bottom portion of a hoistway door; and

a control cabinet and a drive motor controller supported on the control cabinet, the control cabinet being disposed at a side of a hoistway door and slidably movable from a first position within the hoistway to a second position in an

10 adjacent elevator hallway for easy and safe access to the controller.

ABSTRACT OF THE DISCLOSURE

An elevator system includes a hoistway having a plurality of hoistway doors. An elevator car and counterweight are provided in the hoistway. A drive motor is drivingly coupled to the elevator car and counterweight, and is located
5 adjacent to either the top or bottom portion of a hoistway door so as to eliminate the need to provide a machine room above the hoistway ceiling.

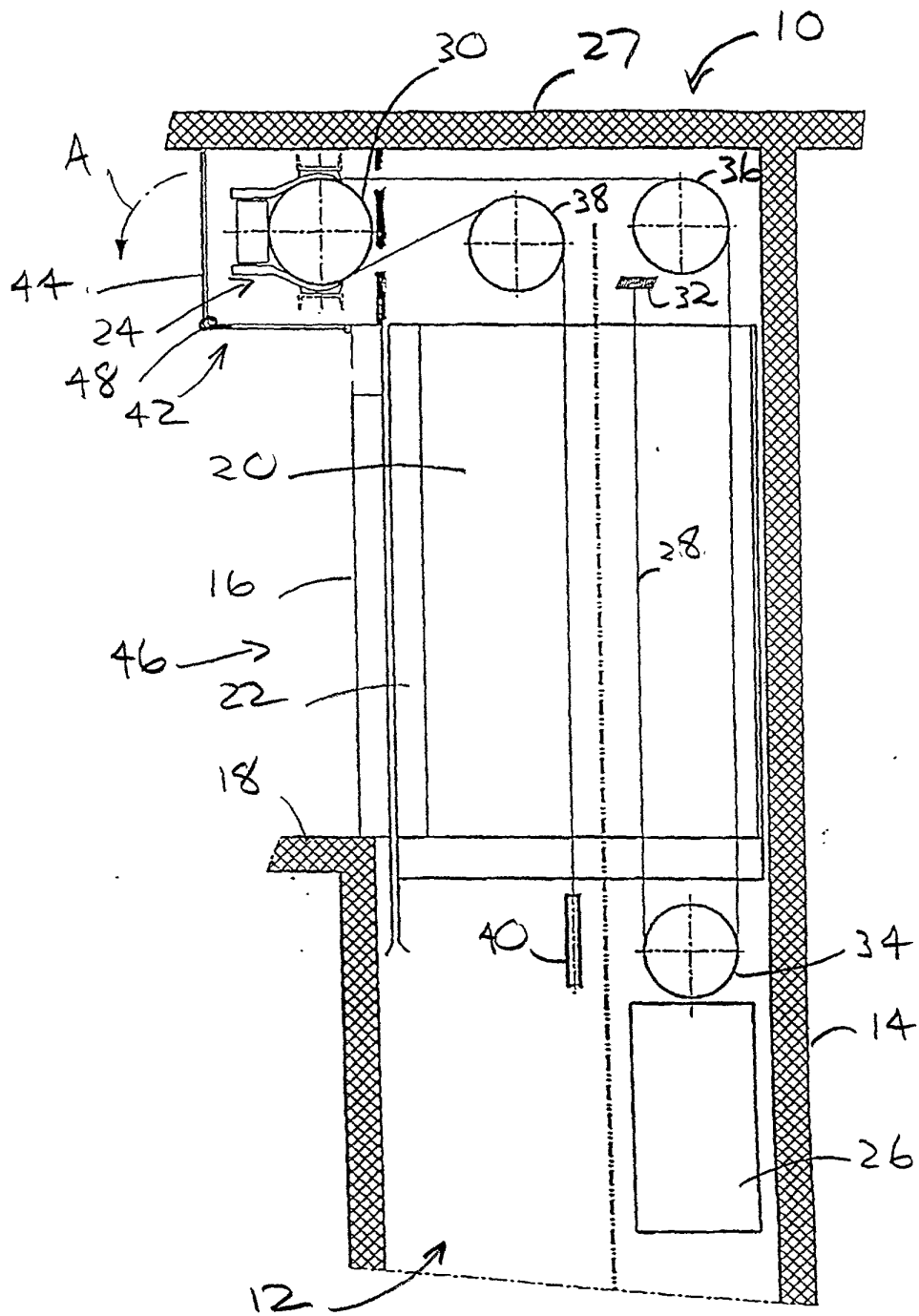


FIG. 1

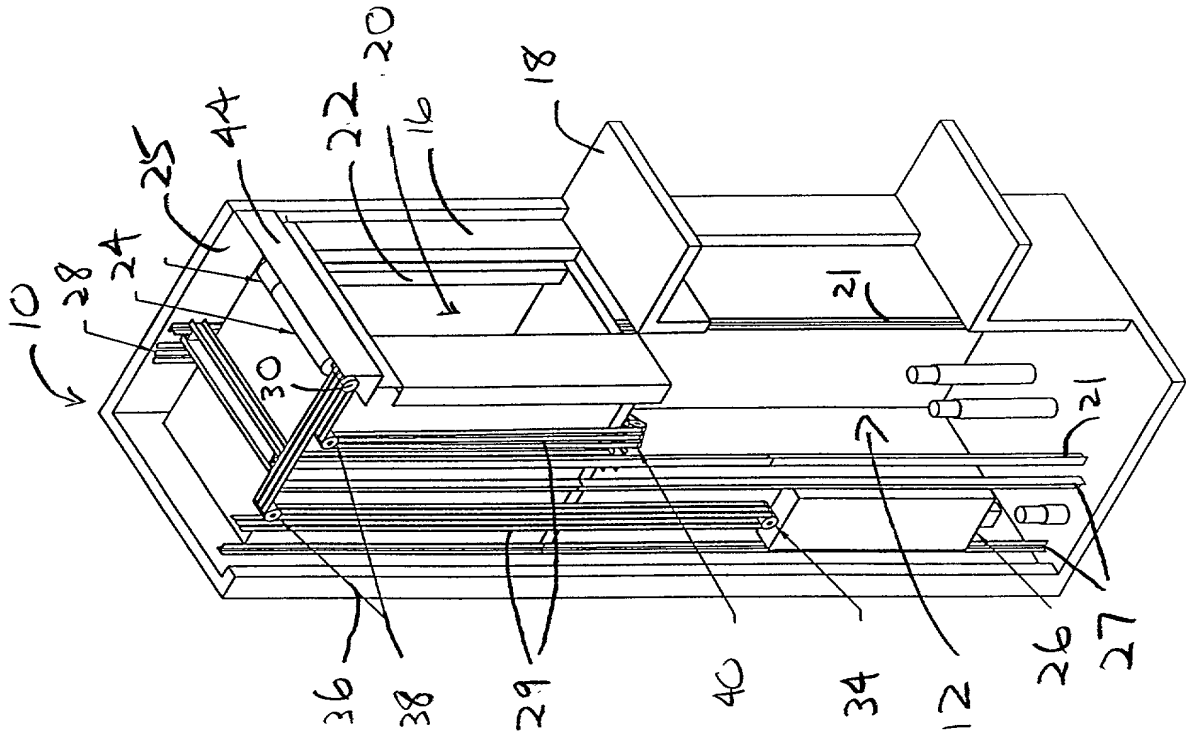


FIG. 2

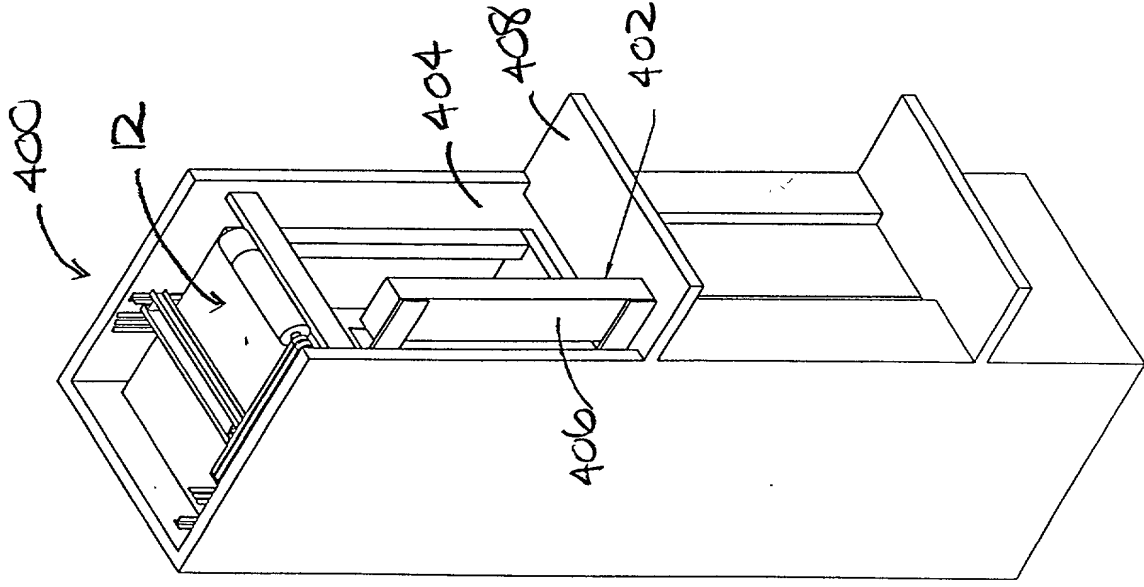


FIG. 6

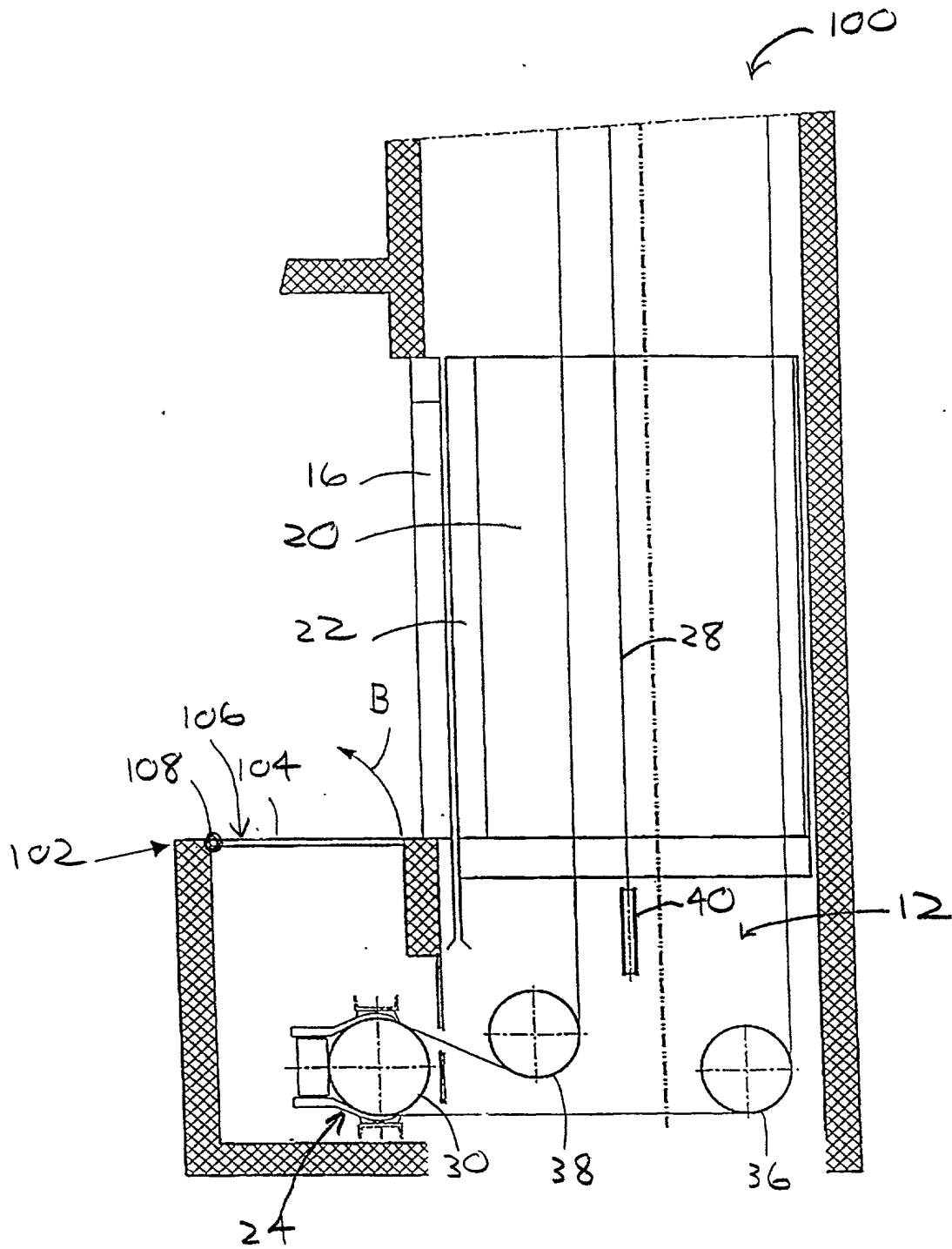


FIG. 3

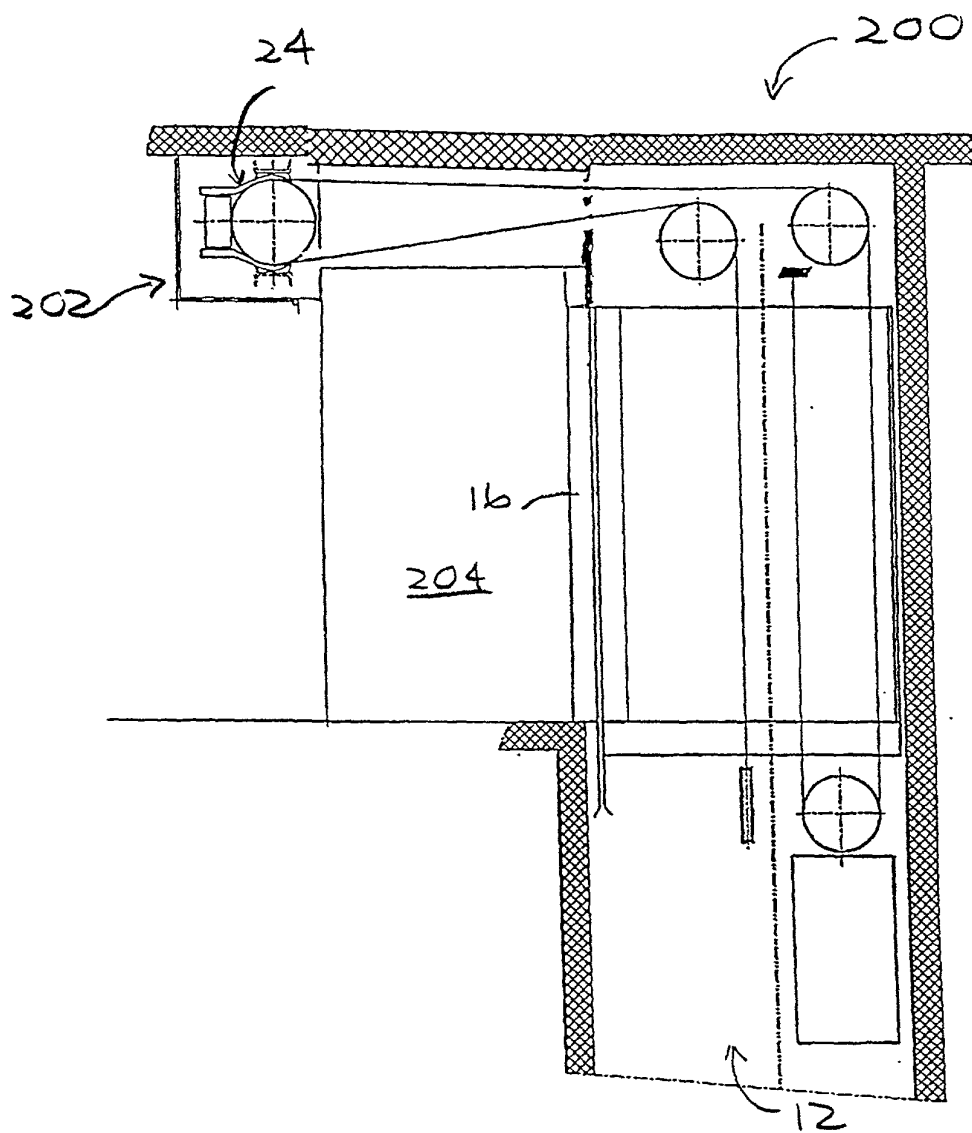


FIG. 4

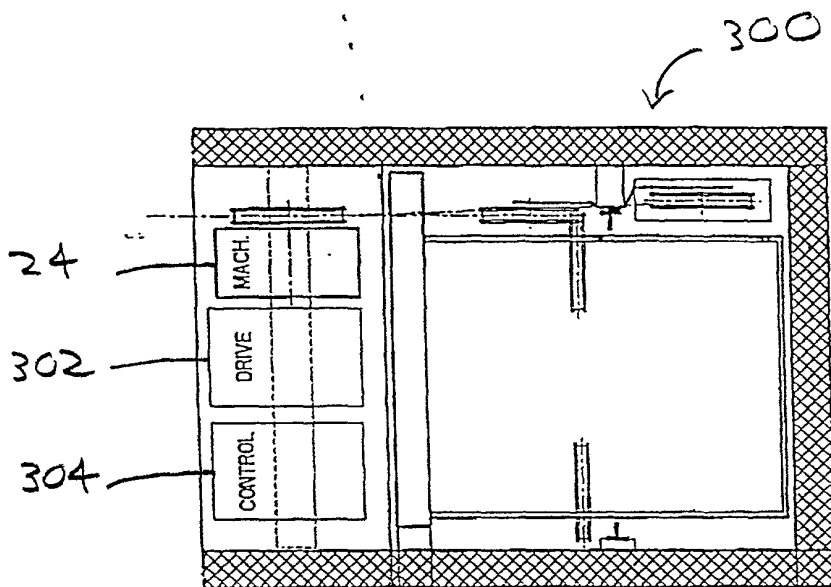


FIG. 5

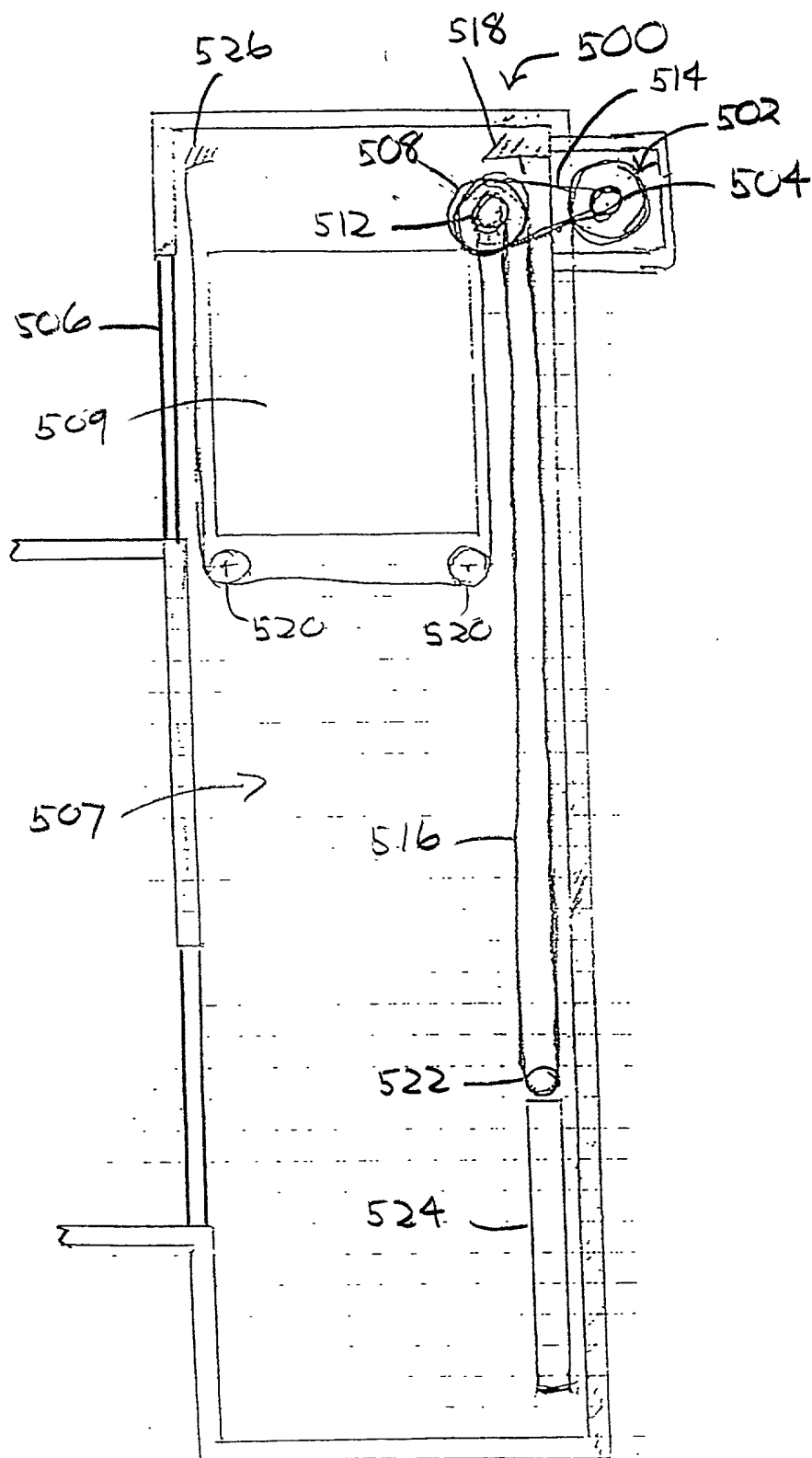


FIG. 7

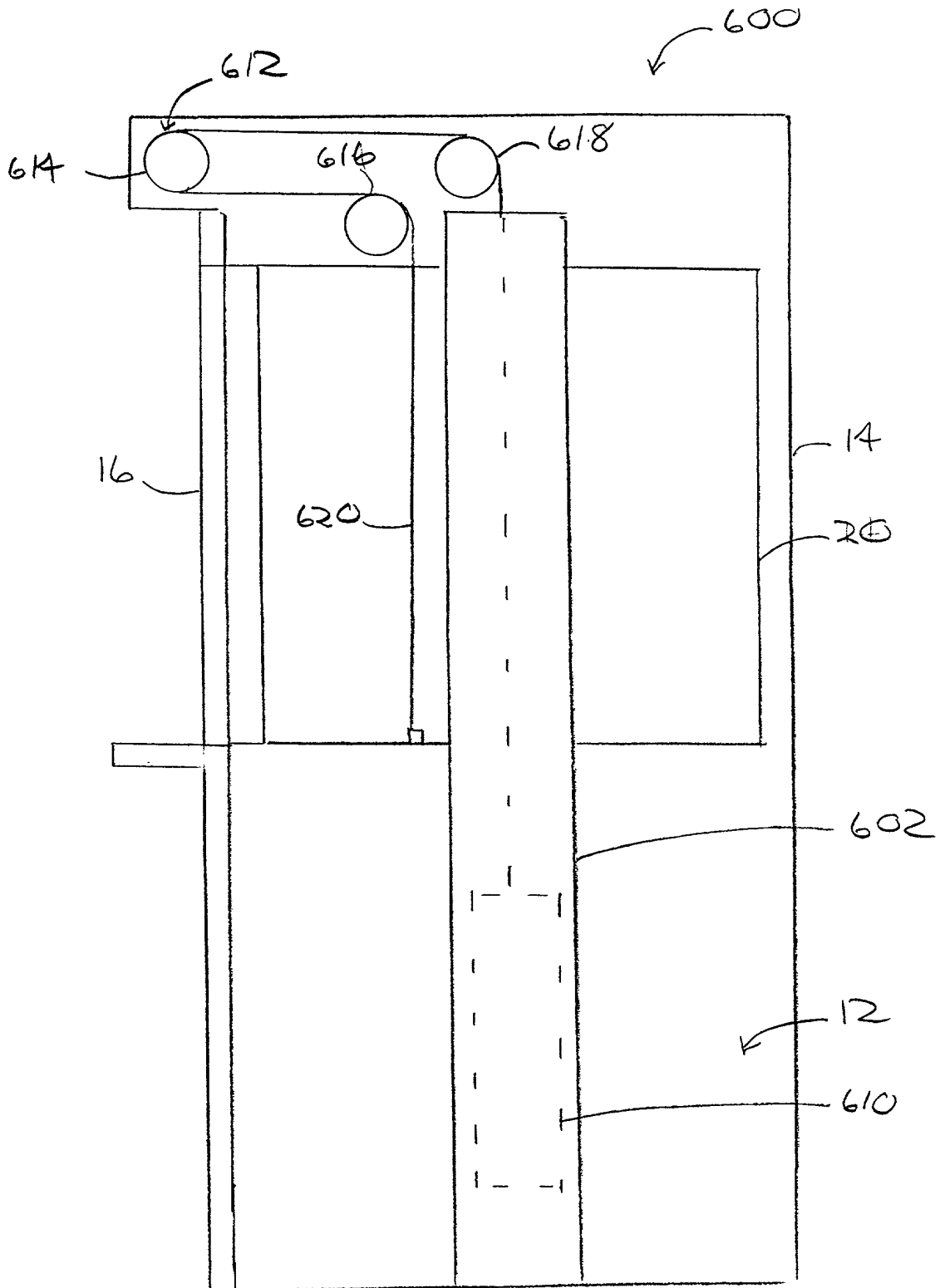


FIG. 8

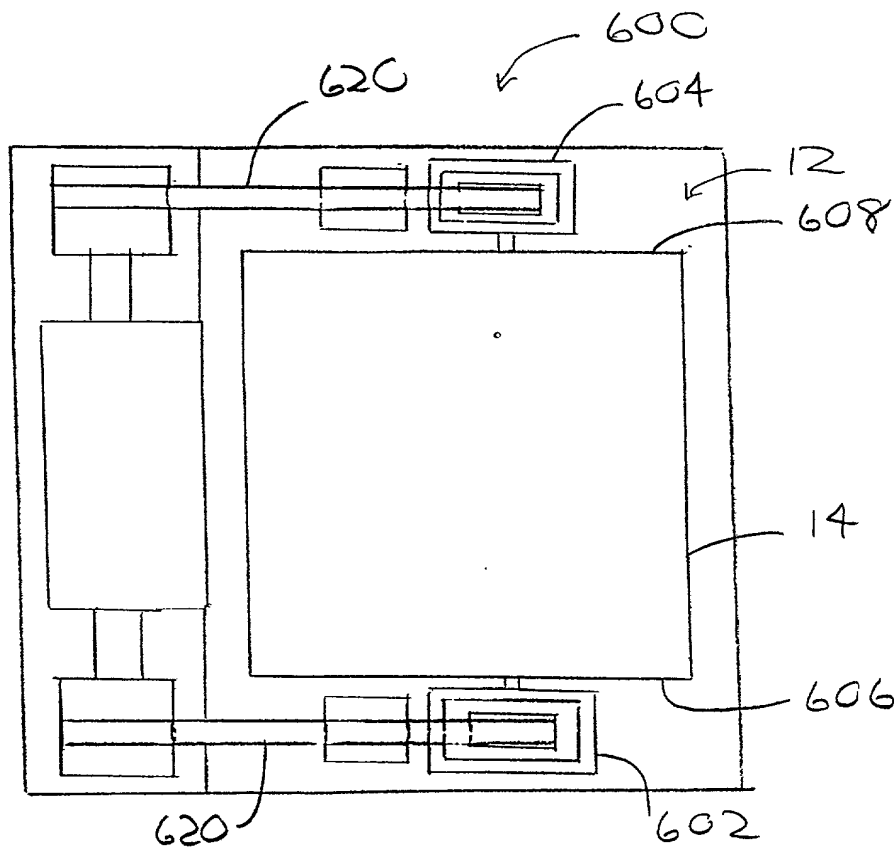


FIG. 9